Amendments to the Claims:

Please amend Claim 29 as follows:

29. (amended) A disc brake caliper system comprising a disc brake caliper including a housing (1) to be arranged astraddle of a vehicle brake disc, two thrust sleeves (8), which are connected to a brake pad holder (6) provided with a brake pad (5) for braking engagement with the brake disc and which are axially movable in the housing at a distance from each other, a cross bar (9) connecting the two thrust sleeves, and a lever (17) for transmitting a brake force from a brake cylinder (4) attached to the [housing] disc brake caliper, to the cross bar, characterized in that [the] a mechanism including at least the thrust sleeves (8), the cross bar (9) and the lever (17) is [a self-sustained unit for insertion in] held together as a unit in the absence of the housing (1) and further characterized in that bearing tappets (20), parallel with the cross bar (9), are fixedly connected to the inside of the [housing (1)] disc brake caliper and in that the lever (17), besides an arm (18) for actuation by the brake cylinder (4), comprises a curved wedge (19), having an inner cylindrical surface (19') in engagement with outer cylindrical surfaces of the bearing tappets and an outer cylindrical surface (19") -- with greater radius than the inner cylindrical surface -- in engagement with an inner cylindrical surface of the cross bar.

Status of the Claims:

Claims 29-32 are currently pending. Claim 29 is amended herein.

Support for Claim Amendments:

Claim 29 has been amended to recite that the brake cylinder (4) is attached to the disc brake caliper, and that the bearing tappets (20) are fixedly connected to the inside of the disc brake caliper. Claim 29 had previously recited that the brake cylinder (4) and the bearing tappets (20) were attached to the inside of the housing.

Support for these changes can be found in U.S. Patent No. 5,833,035, *inter alia*, in Figures 1 and 2, at column 1, lines 27-30 ("A less complex, cheaper and more reliable design is according to the invention attained in that bearing tappets, parallel with the cross bar, are fixedly connected to the inside of the cover..."), at column 3, lines 51-54 ("Each of these bearing tappets 20 rests by means of a bevel on the cover 2 and is connected thereto by means of a pin 21, so that it can be regarded as a part of the cover 2."), and at column 3, lines 1-3 ("Attached to the cover 2 is a brake cylinder 4, normally a pneumatic brake cylinder, for delivering a brake force to the caliper."). It should be noted that the cover 2 forms part of the disc brake caliper, and thus, the requirements that the brake cylinder (4) and the bearing tappets (20) are attached to the disc brake caliper is fully supported. In this regard, the Examiner's attention is directed to column 2, lines 66-67 ("The main components of the disc brake caliper are a housing 1 and a cover 2, which are attached to each other by means of screws 3.").

Claim 29 has also been amended to recite that a mechanism including at least the thrust sleeves (8), the cross bar (9) and the lever (17) is held together as a unit in the absence of the housing (1).

Support for these changes can be found in U.S. Patent No. 5,833,035, *inter alia*, in Figures 1 and 2, at column 2, lines 28-32 ("By this design a return force for the cross bar and accordingly for the thrust sleeves is obtained, but the cover and the rest of the mechanism are also held together as a unit even in the absence of the housing, which accordingly may be manufactured separately"), and at column 3, lines 30-36 ("By the described hold-off spring arrangement delivery of the mechanism as a unit including the hold-off springs is possible, in spite of the fact that the hold-off force acts between the cross bar 9 and the housing 1. The arrangement will act to hold the cover 2 and the rest of the mechanism together also in the absence of the housing 1").